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MEMORANDUM

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City of Issaquah

To: Christopher Wright, *City of Issaquah*
From: Mitchell Kent AIA, *Mahlum*
Subject: **Combined Master Site Plan | Site Development Permit
Pre-Application Project Narrative**
Owner: **Issaquah School District**
Project: **Issaquah Middle School**

BUILDING DEVELOPMENT

General Description

The project will convert the existing campuses of Tiger Mountain and Clark Elementary into the Issaquah Middle School; while modernizing the existing Issaquah Middle School in order to relocate Tiger Mountain and Clark Elementary to the middle school site. The new Issaquah Middle School will include one and two story sections and provide approximately 126,000 square feet of academic, athletic and performing arts space on a 61 acre site. Site development will impact approximately 33.6 acres and include reconfigured parking for middle school staff and visitors; relocated high school parking; a middle school bus loop; middle school softball field and track and field, relocated high school playfields and a new driveway for the Transportation Center. The site development will accommodate (4) double portables for future growth, drainage design will accommodate the additional impervious area. The existing high school grandstands, softball field and track will not be altered. The project will be executed in a phased construction process in order to keep all students on site throughout the construction of the new facility.

The comprehensive school program includes core academic instruction, special education, performing arts, fine arts, media, physical education, a library and a commons. The facility will be designed to serve an enrollment of 900 students and will have 38 teaching stations.

SITE DEVELOPMENT

General Description

The Issaquah Middle School project site is currently occupied by Clark Elementary School and Tiger Mountain Community High School and associated parking, Issaquah High School (IHS) parking and IHS softball fields. The property is surrounded by a residential neighborhood to the north, IHS to the south, the Issaquah Sportsmen's Club and undeveloped wooded property to the east and the School District transportation facility to the west. The project construction limits will include approximately 33.6 acres. The complete site (Parcels A and B) inclusive of Issaquah High School, Clark Elementary school and Tiger Mountain Community High School is approximately 61 acres in size. The new middle school will be

Signage

Modify existing monument/digital reader board sign to reflect both Issaquah High School and Issaquah Middle School.

Fencing

All general fencing will be coated black vinyl chain link and be of various heights as indicated below:

| | |
|--------------------------------------|--------|
| Fencing at property boundaries | 6'-0" |
| Fencing at softball fields perimeter | 8'-0" |
| Backstops at softball fields | 30'-0" |
| Fencing at track and field | 8'-0" |

Existing fencing installed at Issaquah High School to remain unless noted otherwise.

There will also be a limited amount of ornamental fencing at courtyard.

Site Demolition

The project construction limits will include approximately 25.5-acres of the District property north of the high school. Demolition within the construction limits will reshape the entire property. The project will include the removal of all existing school buildings in phased demolition throughout the duration of the project. Existing utilities within limits of the building excavation will be re-routed or removed and capped at the edge of excavation.

Temporary Erosion and Sedimentation Control

All temporary erosion and sedimentation control requirements will be in compliance with the City of Issaquah and King County Best Management Practices (BMPs). The Temporary Erosion and Sedimentation Control plan for the proposed site has been designed to protect off-site properties as well as minimize the quantity of sediment-laden water from entering the public storm system.

Best Management Practices (BMP's) will include, but are not limited to, temporary catch basin filters on existing catch basins and silt fence to prevent sediment laden runoff from exiting the construction site. The contractor will also be required to lay polyethylene sheeting over disturbed surfaces that will remain un-worked. The erosion control measures will be in accordance with Washington State Department of Ecology standards to prevent erosion or sedimentation problems downstream during construction. The project will also require that NPDES regulations be met, including turbidity monitoring and possibly pH monitoring.

Site Grading and Excavation

Due to the topography of the existing site, grading limitations within easements, and the full program requirements for the new middle school extensive grading will be required to terrace the site into a cohesive, functioning campus. Multiple retaining walls will be required to drop in elevation from the high elevation on the east side of the site to the lower level area near Second Avenue SE.

CONSTRUCTION PHASING

General Description

Construction is anticipated to occur in three phases, over two years from spring 2014 through 2016. Construction phasing will be controlled by the requirement to fully occupy the Tiger Mountain Community High School, Clark Elementary School, and the new Issaquah Middle School on one single site while a modernization of the existing Middle School site takes place in preparation for the Tiger Mountain and Clark Elementary students to move in.

To achieve this, the new Middle School building will be constructed east of the Clark Elementary building, over the existing grass field and extending onto portions of the High School parking area and associated infiltration pond. The impacts of the Middle School building on the existing infrastructure will require replacement of the High School parking area.

Interim fire protection, including temporary fire hydrants and temporary dry fire sprinkler system if needed, as well as a 20'-0" clear fire access lane will be maintained throughout the construction process.

The dates indicated herein are approximate only and will be refined upon selection of a General Contractor. Phasing diagrams included as part of this application graphically illustrate an overall summary, as well as three primary phases of construction to align with the project schedule:

Phase 01: New Construction (Spring 2014 through Fall 2015)

- Demolish existing (high school) parking lot.
- Construct approximately 126,000 square feet of new facility.
- Construct middle school softball field, track and field, parking area (middle school only) and bus loop.
(Note the middle school parking area to the south of the building overlaps with a portion of the Clark Elementary building; therefore, it will be built out to the maximum extent feasible.)
- Re-locate Issaquah Sportsmen's Club access road to the north to accommodate the middle school softball field.
- Construction of a new entrance at the Issaquah School District Transportation Center, located west of 2nd Avenue SE. The new entrance will be located at the signalized intersection, located on 2nd Avenue SE at the northern Issaquah High School entrance.
- Construct all flatwork within construction zone boundary around building.
- Services:
Work on underground site utilities such as water, sewer, gas, power, and communications will begin. It is anticipated that only a portion of the water loop will be completed during Phase 01. Fire service (FDC, 6" Fire Line, and 6" backflow device in vault) for the Clark Elementary School will be removed during the Middle School construction and may need to be relocated until Clark Elementary demolition. Maximum hose distances for fire protection will be maintained throughout construction. The gas service connection will need to be determined by Puget Sound Energy based on mechanical demand calculations but it is anticipated that a new connection will be made with the 4" gas main in 2nd Avenue SE and routed along the north side of the site with the power and communications lines. Irrigation connection,

Restrictions

During the course of phase 01 construction, a reduction in parking will necessitate that Issaquah High School, Clark Elementary and Tiger Mountain Community High School coordinate schedules so that large events are held on different days so that parking may be shared between the schools. No less than 413 parking spaces for Issaquah High School, 46 parking spaces for Tiger Mountain Community High School and 67 parking spaces for Clark Elementary will be available during phase 01 construction.

During phase 02 when Issaquah Middle School, Clark Elementary School and Tiger Mountain Community High School will occupy the site the following parking will be available:

- Issaquah High School: 413 parking spaces
- Tiger Mountain Community High School: 46 parking spaces
- Clark Elementary School: 67 parking spaces
- Issaquah Middle School: 135 parking spaces

Traffic Management

Construction fencing will demark the threshold of areas for academics purposes and for project construction.

QUESTIONS:

1. Request exemption from building height restrictions established by IMC Section - 18.07.360 "District Standards Table" as limited by adjacent SF-S Zoning.
2. Determine fire lane access around building and into central courtyard.
3. Determine ROW standards for Second Avenue SE and SE Evans Street:
4. Temporary conditions during phased construction (including parking, construction access and fire access)
5. Landscape islands at parking lots
6. Proposal to locate regional trail within the 50' roadway/utility easement (along the eastern edge of the ISD property)
7. Tree preservation/replacement was determined using the entire project site that includes both the Issaquah Middle School and the Transportation Center. Please confirm the tree calculation method for replacement trees is acceptable.
8. The project proposes to provide rain gardens for *Basic* stormwater treatment from all pollution generating impervious surface, similar to what was done at the High School site. The King County stormwater manual does not allow rain gardens to be used for water quality. Please confirm the City of Issaquah amendments to the King County code allow the use of rain gardens for Basic stormwater treatment.
9. Please confirm that infiltration of the field areas is an acceptable strategy,
10. Review procedures for application of a clearing/grading permit to meet project milestones.
11. Review sheet numbering strategy for Application Submittal.

LEGAL DESCRIPTION

PARCEL A:

THAT PORTION OF THE SOUTH HALF OF THE NORTHWEST QUARTER AND THE NORTH HALF OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, BOUNDED ON THE NORTH BY THE NORTH LINE OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SAID SECTION 34 AND ON THE SOUTH, EAST AND WEST BY THE FORMER RIGHT OF WAY OF THE NORTHERN PACIFIC RAILROAD COMPANY'S NORTH BEND BRANCH; EXCEPT COUNTY ROADS; AND

EXCEPT THE FOLLOWING PORTIONS THEREOF:

A) BEGINNING AT A POINT WHICH, WHEN MEASURED ALONG THE SECTION AND SUBDIVISION LINES, IS 3,944.12 FEET NORTH AND 1,477.04 FEET EAST OF THE SOUTHWEST CORNER OF SAID SECTION 34, SAID POINT BEING ON A LINE PARALLEL WITH AND 30 FEET SOUTH OF THE NORTH LINE OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SAID SECTION 34; THENCE NORTH $88^{\circ}35'08''$ WEST ALONG SAID PARALLEL LINE 610 FEET, MORE OR LESS, TO THE EAST LINE OF THE RIGHT OF WAY OF THE NORTHERN PACIFIC RAILROAD COMPANY'S NORTH BEND BRANCH; THENCE SOUTHERLY ALONG SAID EAST LINE 304.80 FEET; THENCE SOUTH $88^{\circ}35'08''$ EAST 598.00 FEET; THENCE NORTH $12^{\circ}21'$ WEST 299.60 FEET TO THE POINT OF BEGINNING;

B) THE PLAT OF MOUNTAIN MEADOWS, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 63 OF PLATS, PAGE 5, IN KING COUNTY, WASHINGTON.

C) BEGINNING AT A POINT WHICH, WHEN MEASURED ALONG THE SECTION AND SUBDIVISION LINES, IS 1,985.24 FEET NORTH AND 2,098.95 FEET EAST OF THE SOUTHWEST CORNER OF SAID SECTION 34; THENCE SOUTH $12^{\circ}21'$ EAST 510 FEET, MORE OR LESS, TO THE NORTH LINE OF THE RIGHT OF WAY OF THE NORTHERN PACIFIC RAILROAD COMPANY'S NORTH BEND BRANCH; THENCE WESTERLY ALONG SAID NORTH LINE ON A CURVE TO THE RIGHT 490 FEET, MORE OR LESS, TO A LINE PARALLEL WITH AND 30 FEET EAST OF THE CENTERLINE OF COUNTY ROAD; THENCE NORTHERLY ALONG SAID PARALLEL LINE 395 FEET, MORE OR LESS, TO A POINT THAT BEARS SOUTH $77^{\circ}39'$ WEST FROM THE POINT OF BEGINNING; THENCE NORTH $77^{\circ}39'$ EAST 416 FEET, MORE OR LESS, TO THE POINT OF BEGINNING;

D) BEGINNING AT A POINT ON THE EAST LINE OF THE RIGHT OR WAY OF THE NORTHERN PACIFIC RAILROAD COMPANY'S NORTH BEND BRANCH, WHICH IS 1,875.60 FEET NORTH AND 1,398.72 FEET EAST OF THE SOUTHWEST CORNER OF SAID SECTION 34; THENCE SOUTH $88^{\circ}35'$ EAST 232 FEET, MORE OR LESS, TO THE WEST LINE OF COUNTY ROAD; THENCE SOUTHEASTERLY ALONG SAID WEST LINE 355 FEET, MORE OR LESS, TO SAID EAST LINE OF THE RAILROAD RIGHT OF WAY; THENCE NORTHWESTERLY ALONG SAID EAST LINE 450 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

PARCEL B:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY OF THE NORTHERN PACIFIC RAILROAD COMPANY'S NORTH BEND BRANCH.